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A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.

On the 10th April, at Elandon, the Peak, the wife of ANDREW FORBES, of a daughter, [1059] MARRIAGES.

On the 5th April, at Yokohama, AOMI LACRINA BEATRICE, daughter of DAVID BOSS, F.R.I., B.A., of New Zealand, to WILLIAM EDWARD LAXON SWEET, of Kumoto, son of the late Rev. L. E. SWEET, of Bathford, England.

On the 5th April, at Tokyo, the Rev. JOHN THOMAS BRYAN, M.A., B.D., to LUCY SILVER, daughter of Mr. and Mrs. W. SILVER HALL, of Tokyo.

On the 6th April, at Yokohama, FRANCIS JAMES HALL, fourth son of the Rev. T. O. HALL, of Stratford, factory, Onkham, England, to BEATRICE MAUDE SUGGLES HARRIS, youngest daughter of the late Rev. W. J. BARRON, of Withybrook, Vicarage, Coventry, England.

On the 6th April, first at the British Consulate, Kobe, and afterwards at Osaka, by the Rev. G. Chapman, B.A., assisted by the Rev. V. H. Patrick, the Rev. SAMUEL HEASLETT, of Nagasaki, to HILDA SUSAN JACKSON, second daughter of FREDERICK J. JACKSON, of Southampton, England.

DEATHS.

On the 16th April, at Cheltenham, Major W. H. GARRISON. [1060]

On the 16th April, at Cheltenham, Major W. H. GARRISON, late of the 1st Life Brigade, died at Quarry Bay, aged 35 years. Deeply regretted. Scotch papers please copy. Funeral will pass the Monument to-day at 5 p.m. [1061]

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th APRIL, 1904

That absorbing question of the hour, the connection of Hongkong, through its hinterland, by rail with Canton and other towns of the Delta, has received a fresh impetus. The recent expeditions overland to Waichow have demonstrated very plainly that there is another way out of the New Territory than that selected by the projectors of the Kowloon-Canton Railway. They all report that there is a route over which it would be possible to lay a line of railway from the head of Mire Bay to Waichow for a most modest outlay. This line would pass the town of Tamsui, through a fertile and populous district most of the way, and might, after crossing the East River, where, though broad, it is very shallow, bend westwards, following the banks of the waterway and, passing Sheklong, come to a terminus at Canton. This route would be practically devoid of all engineering difficulties except the construction of a bridge across the East River at Waichow. When we say this we do not allow for the connecting section from Kowloon to Mire Bay. The latter portion might be made by the Colonial Government, and need not be anything like so costly as the projected line from Tamsui to Canton. It would, we imagine, be possible to take the railway by a gentle rise to the 500-foot level and thence pierce the

hills, coming out at Shatin. From thence to Taupo there are no serious obstacles to overcome, and from Taipo to Sangebeung would also prove an easy stretch. There would probably be little difficulty in securing a concession from the Chinese Government to make the railway from Mire Bay to Waichow and from that city to Canton. This Colony would then be connected with the capital of Kwangtung by railway and could afford to regard with equanimity the dilatory proceedings of the British-Chinese Corporation. The feeling is growing stronger daily that if we have to wait for this Company to commence work we may go on waiting, not only until some other connection between the City of Rams and the coast is established, but, having regard to the remarks of the Chairman at the annual meeting in London of the China Association, to a date almost as indefinite as the Greek Kalendar. The matter is of far too great importance to be left to the whim, or the convenience, or the financial exigencies of any Company, however enterprising or influential, and we consider it is so vital a question that the Colonial Government should take it up in all earnestness and with a fixed determination to see it through. It is of course unfortunate that the concession to construct the Kowloon-Canton line should have been conferred upon a Company who either fear to invest capital in the enterprise or have been disappointed in the hope of obtaining a subsidy from Government towards the admittedly heavy cost of laying the line over a portion of the distance through the New Territory. But this fact ought not to be suffered to impair the prospects or check the progress of this important Colony, and action should be taken without further delay to save the situation. Sir HENRY BLAKE and Mr. JAMES SCOTT, the late Consul-General at Canton, both fully realised the importance of the question, and we believe Mr. MAY is equally earnest in endeavouring to bring the railway into the region of practical politics. The British Government has, however, as a matter of principle, laid it down that commercial enterprises such as the construction of railways in foreign states cannot be assisted by public moneys, and it has hitherto consistently refused to grant any such assistance to these undertakings. We trust, however, that in this instance an exception will be made, because of the exceptional circumstances existing. The railway so far as it runs on foreign soil requires no aid from Government, but the section bringing it through British territory presents such considerable engineering obstacles as must necessarily render this portion a costly work, and for the sake of encouraging effort and securing the communication the Colonial Government should be permitted either to guarantee the dividend on this section, to give it a subsidy, or to undertake the construction of the line itself. It must not be forgotten, in our natural indignation at the apparent apathy of the British concessionaries, that capitalists cannot be expected to make railways out of mere patriotism; there must also be a reasonable prospect of such an undertaking proving remunerative. It is for the colonists now to speak their minds definitely on this great and burning question. The annual meeting of the Chamber of Commerce is advertised to be held on the 27th instant, on which occasion the Chairman usually reviews at more or less length the events of the commercial year. We trust that this question will receive all the prominence it merits, and that the Chamber, though of a more or less cosmopolitan character, will speak out in no uncertain terms. Time is running on, and 1904 seems likely to pass, like the previous five years, without any decisive action being taken on this momentous subject.

Some 23 vessels arrived at Hongkong on Monday. This is an exceptionally large number. Mr. James Hutchison, of Goansee Estate, Darjeeling, has been selected by the Indian Tea Association as the deputation to visit Formosa leaving immediately.

We draw our readers' attention to the notice in another column that a grand orchestral concert will be given by the band of S.M.S. HANNA in the City Hall on Friday night, the 22nd inst.

The first English Railway Company to operate electrically a main line of railway is the Lancashire and Yorkshire Company which has "electrified" the Liverpool, Southport and Crossens line, a total of 21½ miles of double track road.

A number of Japanese residents at New York, members of the Buddhist Alliance, are endeavouring to collect enough funds for the erection of a Buddhist temple in that city. A site has been chosen, and over £4,000 has been subscribed.

Baron Mitsui, a wealthy Japanese trader, has given £3,000 for the foundation of a chair of Japanese history at the Paris University.

The cases of communicable disease reported in the Colony last week were—Plague, 3 (Chinese, all fatal); enteric fever, 2 (European); small-pox, 5 (Chinese, 1 imported, 2 fatal).

Inspector McNab, of the Hongkong Police, leaves for home on a well-earned pension next month, after serving no less than 24 years in the Force. Three of these were spent in Glasgow as a d19 in Hongkong. In 1885 seven men were required for the Hongkong Police, and Inspector McNab at that time a young constable, was chosen as one of them. He arrived at Victoria in due course, and worked himself up to his present position with an absolutely clean sheet. He is in spite of his two dozen years of wear and tear, still a young man, and will, no doubt, enjoy many years of his pension.

The band performance by the musicians from the German cruiser *Hansa* in the Botanic Gardens yesterday evening was a great success. A fair number had assembled by 5 o'clock, when the first item on the programme was given, and as time went on a large assemblage gathered, ladies forming the majority among the European section. The music was very much appreciated, and, though at first the applause might have been more marked, toward the end, when the audience had increased in number, no complaint could be made on this score. The *Hansa* deserves hearty thanks of the Hongkong public. It is to be hoped that this will not be the only band performance in the Gardens this summer.

We have received recently some further parts of Mr. Wm. Heinemann's "Great Masters" series of photographic reproductions from the finest works by famous painters down to the year 1800. Each picture has a descriptive text by Sir Martin Conway, giving all details necessary to be known. The parts contain four photographs each and cost five shillings, at which they are extraordinary cheap. The eleventh part reached us by the last French mail. In it we find Van Dyck charming "Philip, Fourth Baron Wharton," from the Hermitage Gallery, S. Petersburg, Botticelli's "Virgin and Child with Angels," from Berlin, a Rembrandt, and a Hoppner. We know of no reproduction of a similar class except at vastly larger prices. 25 parts will complete the series.

DROWNING FATALITY IN HONGKONG HARBOUR.

At muster on Sunday evening, when policemen had collected to answer the roll-call, Indian Constable No. 669 was absent. He was not to be found at his quarters at that time, nor did he return later. Next day his body was found by the Water Police floating in the Harbour, and conveyed to the Morgue. From investigations it appears that deceased went to Kennedy Terrace Sunday afternoon to visit his brother, employed as a watchman there. After spending some time conversing with other Indians, the indispensable hubbub-bubble being passed around, the brothers left Kennedy Town at half-past-six. On arriving at Queen's Road West they parted, each going their respective ways, and the constable brother taking a ricksha. The movements of deceased could not be further traced. There were no marks of violence on the corpse.

PAPAL DELEGATE IN HONGKONG

Archbishop John Guidi, Papal Delegate to the Philippines, arrived at Hongkong by the China Mail s.s. *Zafiro*, and was met by a launch of Roman Catholic priests. Monsignor Guidi is a man of some 32 summers, and was dressed on this occasion in cassock and brimmed hat, wearing a heavy gold chain and crucifix around his neck. He is accompanied by his Secretary, Father O'Connor, an Englishman in spite of his name. They are at present being entertained by Bishop Piazzoli, but leave for Macao shortly, the King of Portugal having given orders to the Government of that colony to prepare the Government House of Flora for him. Archbishop Guidi is an eminent prelate having been at almost every Court in Europe. He was at Berlin for a few years, at Madrid, Lisbon, in Russia, Brazil, North America, and many other places.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the meeting held at the Happy Valley from the 16th to the 18th April:

ROSS FAREWELL CUP.		
Mr. W. J. Gresson	91	14 = 77
Mr. J. Rodgers	93	16 = 77
Dr. R. Gibson	90	12 = 78
Mr. G. C. Moxon	98	18 = 80
Mr. T. S. Forrest	79	2 = 81
Mr. E. C. Sanford	101	18 = 83
Mr. J. Johnstone	89	5 = 84
Mr. T. C. Gray	100	16 = 84
Mr. C. H. Grace	99	14 = 85
Mr. W. Taylor	104	18 = 86
Mr. D. Sayle	108	18 = 90
30 entries.		
POOL.		
Mr. G. C. Moxon	98	18 = 80
Mr. T. S. Forrest	79	2 = 81
Mr. W. D. Kraft	97	15 = 82
Mr. E. V. D. Parr	93	10 = 83
Mr. J. Johnstone	89	5 = 84
Mr. T. C. Gray	100	16 = 84
Mr. C. M. G. Burns	87	1 = 86
21 entries.		

BOWLING.

The first half of the Bowling match, Hongkong Club v. Club Germania, for the Challenge Shield was rolled off on the alleys of the two clubs yesterday evening, the score, being as follows, the first figures representing the points on the Hongkong Club alleys:—

Hongkong Club	2,394+2,762 = 5,746
German Club	2,527+2,800 = 5,327

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE SUNKEN SUBMARINE.

RAISED AND DOCKED.

LONDON, 19th Ap., 11 a.m.

The submarine A 1, which was sunk through collision with a Cape liner, has been raised and docked.

THE MAD MULLAH.

OPERATIONS DISCONTINUED.

LONDON, 19th Ap., 11 a.m.

It is officially announced in Parliament that owing to the escape of the Mullah into Italian territory operations have been discontinued.

REUTERS' SERVICE.

THE WAR.

LONDON, 17th April.

It is reported in St. Petersburg that two Japanese officers, disguised as Lamas, have been caught in an endeavour to destroy the bridge over the river Nonni, and brought to Harbin.

THE BALKANS—UNREST INCREASING.

LONDON, 17th April.

Turkey is sending troops to Metroriza, Albania, in response to an Austrian concentration on the frontier. Greek bands are active in Macedonia; one band attacked and killed 18 Turkish tax-gatherers.

ARMY NOTES.

During the next month a detachment will be sent from Hongkong to the North, to relieve time-expired men of the Tientsin Detachment. Of the details that arrived from the West on Sunday 152 were Sherwood Foresters.

SERGT.-MAJOR POWER.

A rather vague telegram has been received in the Colony, from the son of Sgt. Major Power, of the Hongkong Volunteers, to the effect that his father is lost. Mr. Power, junior, an employee of the Chinese Customs Service, is now at Amoy.

LAWN TENNIS.

The annual Lawn Tennis match between the Ladies Recreation Club and the H.K.C.C. will be played on the ground of the latter this afternoon, commencing at 3.30 p.m.

The following will represent their respective Clubs:—

L.R.C.—E. R. Hallifax and H. W. Slade, H. Pinckney and E. J. Grist, Lieut. H. W. Smith, R.A., and Capt. Boyd, R.A.

H.K.C.C.—Dr. Atkinson and T. Sercombe Smith, Dr. Martin, R.N., and C. A. Parker, R.N., Humphreys, and R. Hancock.

By kind permission of the Colonel and Officers, the Band of the Sherwood Foresters will be in attendance during the afternoon, and the members of the H.K.C.C. will be "at home" to the ladies of Hongkong.

Mr. T. Sercombe Smith, the president of the Hongkong Cricket League, has kindly consented to present the Shield and medals to the victorious Club, in the past seasons, namely the A.O.C., on the Cricket Ground to-day after the tennis match.

NAVAL NOTES.

The new crew selected at the Medway Depot for the surveying vessel *Rambler*, Com. C. E. Moore, embarked on board the P. & O. steamship *Marmora* at the Royal Albert Docks on the 19th ult. for conveyance to Hongkong, where the *Rambler* will be recommissioned. The *Marmora* connected at Colombo with the *Chusan*, due here on Friday next.

A number of marines have been stationed at Olongapo, Philippine Islands. Rear-Admiral Robley B. Evans, when commanding the United States Asiatic station, urgently recommended to the Department that Olongapo be made a naval station, and furthermore that a large number of marines be constantly kept at Olongapo that they could be readily utilised for any emergency that might arise from complications in the Far East which would put in jeopardy American interests.

The German Emperor has presented the Reichstag with a second supplementary table showing the new British warships, battleships, and first and second class cruisers.

The Portuguese battleship *Vasco da Gama* arrived from Macao (whither she arrived from Europe on Sunday) at about 10.30 yesterday morning, and leaves for Shanghai shortly. The *Vasco da Gama*, by the way is the only battleship in the Portuguese Navy. She has a displacement of 3,020 metric tons, length 233 ft. beam 40 ft., and draught 18 ft. She was built at Loughorn between the years 1876 and 1878 at a cost of £132,000. Her armour consists of 9 in. belt, 3 in. deck, 9 in. side above belt, and 7 in. at gun positions. She has two 9-in. guns, four 4.7-in. two 2.5-in. two 1-pr., four machine guns, and two torpedo-tubes. She can steam 15½ knots. Her complement is 218. She formed part of the Portuguese squadron in the Far East many years ago.

The German gun-boat *Tsin Tau* arrived from up-river yesterday. H.M.S. *Algerine* left for Shanghai. The Chinese gun-boat *Chan Tung*, Capt. Sz Kan Yin, has arrived from Canton.

WAR NOTES.

THE YALU SKIRMISH.

The Tokyo correspondent of the N.-C. Daily News gives, under date the 13th April, the following details of the fighting at the Yalu mouth on the 10th inst.—Rear-Admiral Haseya reports that Commander Kaomin was dispatched with one lieutenant and five sailors on board a Korean fishing-boat to reconnoitre the mouth of the Yalu. On the afternoon of the 10th instant they sighted seven Russian cavalrymen on board a Chinese fishing-boat, acting in conjunction with some cavalry scouts on shore. They exchanged fire, and though the Russians were reinforced by over a dozen men, they retreated, chased by the Japanese. The engagement lasted an hour and twenty minutes. One Russian was killed and two wounded. The Japanese had no loss. A military official and nine disguised Russians attempted a landing on the 10th inst. nearly a mile southwest of Yongampo. Some Japanese cavalry co-operating with the navy tried vainly to capture them. Simultaneously twenty or thirty Russians were sighted on the delta of the Yalu and taken disguised. The enemy made other unsuccessful attempts to cross the river between Yongampo and Wiju. On the morning of the 12th inst., thirty or forty Russian infantry tried to cross the river to the west of Wiju. A section of Japanese infantry encountered the enemy, who retired leaving one officer and 21 men dead. The Japanese had no losses. The enemy belonged to the 12th regiment of Rifles.

THE BALTIC ARMADA.

Vice-Admiral Skrydloff, who has been appointed to succeed the late Admiral Makaroff in the chief command of the Russian Pacific Fleet, is at present the Commander-in-Chief of the Black Sea Fleet, and it appears to have been the intention to give him the command of the large Baltic Squadron which is expected to leave for the Far East in the middle of June, or beginning of July. A telegram from St. Petersburg, published in the *Temps* on the 10th ult., stated that work on the ships was being carried on day and night. The Squadron will consist of nine battleships and "a large number of cruisers and torpedo-boats."

The telegram goes on to say: "This is confidently anticipated, will prove an effective counterpoise to the Japanese fleet, and it is also pointed out that it will have the additional advantage of not being stale. The Baltic Squadron may even end the war, it is believed, if, with the help of Admiral Makaroff, commanding the fleet at Port Arthur, it separates the Japanese fleet from its bases and renders it ineffective. Icebreakers of the *Yermak* type will probably leave for the White Sea in order to ascertain, as soon as the weather becomes warmer, whether it is possible to make the voyage to the Far East by the North-East Passage. If this proves to be the case, the fleet will take that route, and will arrive at the theatre of operations in the month of August or September. No impediment to this plan is anticipated at St. Petersburg." Not many days after this statement was published, it was semi-officially announced at Sevastopol that the Russian Admiralty had abandoned as "unnecessary, inexpedient, and virtually impracticable" the idea of sending the squadron out by way of the Behring Straits.

We note also the statement that five Volunteer Fleet steamers at Sevastopol had received preliminary orders for departure, in a couple of months' time, to the Baltic, it being understood that they would be employed as coal transports for the new Baltic Squadron, and besides their own bunker fuel, they would carry in the aggregate about 30,000 tons of coal for the replenishment of the Squadron en route to the scene of war. A writer in the *Journal of St. Petersburg*, who signs himself "Surcouf" after pointing out that Russia in the Far East has a superiority of twenty-six cannon, but an inferiority of twelve warships, says:—"There is no doubt as to the issue of the naval war. The destruction of the Japanese fleet is only a question of time. The Baltic squadron will make its appearance in Eastern waters in a few months' time, under one of the most brilliant of Russian admirals. The Japanese will not run the risk of a combat on the high seas when the Russian fleet is reinforced by battleships like the *Nicholas I.*, the *Alexander II.*, the *Alexander III.*, the *Sivori Veliky*, and the *Orel*. In any case, the issue of a fight on equal terms would be fatal to an adversary who had not sufficiently well understood the valour of the nation which he had defied." The writer jeers at the pessimists in St. Petersburg who consider the naval forces of the Japanese much superior to those of Russia in the Far East, and fear that the Manchurian Railway will be cut and the communication between Russia and Port Arthur destroyed. The article in the *Journal* is apparently written to calm the public mind.

A telegram from Reuter's correspondent at Yinkow last month stated that in Russian official quarters it was asserted that Admiral Makaroff was determined to weaken the enemy's fleet at any cost, and so render the operations of the Baltic fleet feasible in the Far East, though he would be obliged to fight without the *Pallada*, *Tsarevitch*, and *Retvian*, which, it is admitted, cannot be repaired inside of six months. Indeed, on account of the uncertainty which attends the result of the mud dock scheme, naval experts allow a year for the completion of the necessary repairs on the *Tsarevitch* and *Retvian*.

GENERAL KUROPATKIN'S BOAST.

General Kuropatkin, the Commander-in-Chief of the Russian Army in Manchuria, declared more than once before he left for the front that he hoped to sign peace at Tokyo, meaning of course that Russia would dictate the terms of the Treaty. *The Echo de Paris* publishes an account of an interview which its St. Petersburg correspondent had with one of

General Kuropatkin's aides-de-camp. "The Commander-in-Chief will," *The Echo de Paris* says, "provisionally establish his headquarters at Liaoyang, between Moukden and Nowchwang." General Kuropatkin promises to give journalists every opportunity of telegraphing. He declares that he will not need all the fleet in August, and thinks that he will have done with Japan by the end of July. His first act will be to recall the corps that are operating in Corea. He says that he does not wish to sacrifice a single man unnecessarily, and will only begin operations in May. The General is said to have remarked:—"To give the Japanese a lesson the Russians will march over their island after having crushed them in Corea and Manchuria. If I have anything to do with it, we shall sign the Treaty of Peace at Tokyo, and nowhere else!" General Kuropatkin's friends say that he appears quite confident of himself. These words were subsequently corrected. What the General really said was, "I do not know whether any important action will take place before the end of July, but I hope to have finished before the end of the year, and to leave the field free for the plenipotentiaries whose business it will be to draw up the conditions of peace." The correspondent also reported that in the train which took him to Moscow General Kuropatkin again declared that he hoped to sign peace at Tokyo. He said that France, Germany, and Austria-Hungary were in agreement with Russia with a view to preventing Great Britain taking part in another Berlin Treaty like that which was concluded after the Russo-Turkish War. General Kuropatkin is reported to have added:—"We will never allow Great Britain to intervene and prevent us from profiting by our hard-earned victory. Corea will be Russian."

For two hours before the departure of the train the station and the neighbouring streets had been crowded with spectators. In the Imperial waiting-room were assembled the chief military authorities, the members of the Imperial suite, and of the Council of the Empire, the foreign military attaches, the leading members of the French colony in St. Petersburg, and the *cite de society* generally. As the General drove through the densely packed streets he was greeted with loud cheers. Just before his arrival at the station the Grand Dukes Nicholas and Peter Nicholasewitch, Nicholas Mikhailovitch, and the Duke of Mecklenburg-Strelitz drove up to bid the distinguished soldier farewell. The senior General of the army, General Egerstrom, presented General Kuropatkin on the platform with a sacred picture, bearing the inscription in Greek, "En touto nika" (By this sign thou shalt conquer), and a delegate of the French colony handed him a bouquet of flowers with ribbons in the national colours. Loud cheers were raised as the train steamed out of the station. General Kuropatkin had already received eighty ikons from different towns and public institutions.

FATAL ACCIDENT TO AN EUROPEAN AT QUARRY BAY.

Yesterday quite a gloom was cast over the community of Quarry Bay by the tragic death of Mr. David Currie, an overseer of sugar boilers at the Taitoko Refinery. About nine o'clock he was on the eighth floor of the building and accidentally fell out of a window to the ground, a distance of about seventy feet, death, of course, being instantaneous. Mr. Currie, who belonged to Greenock, had been employed in the Refinery for the last thirteen years. He was but thirty-five years of age, and leaves a widow and four children, three of the latter being now at home. The funeral takes place at the Happy Valley this evening, the cortege being timed to pass the Monument at five o'clock.

HONGKONG FIRE-ENGINES.

GROSSLY INEFFICIENT.

Probably no city in the Orient the size of Hongkong has such inefficient fire-extinguishing appliances as we have. In spite of there being complaints at almost every fire that occurs in the Colony—and there are many—there is not enough water on the mains, no steps seem to have been taken to enable the Brigade to utilise their fire-engines speedily. At the recent Queen's Road fire no water was obtainable for over half-an-hour, and by that time no less than five houses were ablaze. Why cannot the Brigade be independent of water from the mains when, but a few yards away, harbour water is always available? Most fires in the Colony occur on the lower level. At present, it may be remarked, the Volunteer Brigade are not so much to blame as one would imagine, for, to begin with, they have no fire-engines worth speaking of; and, as they have their respective Police duties to perform, cannot spare the amount of time for Brigade drill that is customary elsewhere. A *Daily Press* representative has visited the Hongkong Fire Station, in Queen's Road, and inspected the engines, which, as far as could be seen, bore no dates. Upon further investigation, however, he learned that one of the two engines—there were only two—was some 15 years old, and the other had just left its "teens." Surely such a state of affairs is a disgrace to the Colony, where Chinese fraud, Chinese carelessness, and Chinese lumps abound. Is it, moreover, just to the insurance companies? We understand that at Kowloon there are no Police fire-engines, though there may be, for all we know, a few hand squirts! The Navy, at their Kowloon Torpedo Depot, have two good steam fire-engines, and a manual; and the Hongkong and Kowloon Wharf and Godown Company have one of the latest "Shand-Mason" London engines (but 18 months old) which throws water—two deliveries—easily over their highest double-story godown. They have also a manual fire-engine, and a few Woodhouse squirts. With private property, therefore, Kowloon, no thanks to the water fire-engine, it may be remarked, is efficient, though seldom under steam when required. This fire-engine question, certainly, is a matter which should come before the Legislative Council.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, P. H. MAY, C.M.G.
HIS EXCELLENCY MAJOR-GENERAL VIL-
LIERS HATTON, C.B. (Commanding the Troops).
Hon. A. M. THOMSON (Acting Colonial
Secretary).
Hon. Sir H. S. BERKELEY (Attorney-
General).
Hon. L. A. M. JOHNSTON (Acting Colonial
Treasurer).
Hon. A. W. BREWIN (Registrar-General).
Hon. Captain L. A. W. BARNES-LAWRENCE
R.N. (Harbour Master).
Hon. P. N. H. JONES (Acting Director of
Public Works).
Hon. Sir C. P. CHATER, C.M.G.
Hon. Dr. Ho Kai C.M.G.
Hon. W. A. YUK.
Hon. H. E. POLLOCK, K. C.
Mr. R. F. JOHNSTON (Acting Clerk of
Councils).

NEW MEMBER.

Hon. P. N. H. JONES, Acting Director of
Public Works, took the oath and assumed his
seat as a member of Council.

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on
the table Financial Minutes (Nos. 21 to 23) and
moved that they be referred to the Finance
Committee.

The ACTING COLONIAL TREASURER second-
ed, and the motion was agreed to.

The ACTING COLONIAL SECRETARY laid on
the table the Report of the Finance Committee
(No. 4), and moved its adoption.

The ACTING COLONIAL TREASURER second-
ed, and the motion was agreed to.

PAPERS.

The ACTING COLONIAL SECRETARY laid on
the table the following sessional papers:—
Report of the Director of Public Works for the
year 1903, tropical diseases research, financial
returns for the year 1903, returns of the
Subordinate Court for the year 1903, report on
the Health and Sanitary condition of the Colony
of Hongkong for the year 1903, and Blue
Book for the year 1903.

NOTICE OF QUESTIONS.

Hon. Mr. POLLOCK—Your Excellency, I
beg to give notice that I shall ask certain
questions at next meeting of Council of which
I gave notice on Friday last. I understand
the Government is not prepared to answer these
questions now. I beg to give notice that I
shall ask them at next meeting.

HIS EXCELLENCY—The clerk has the
questions?

Hon. Mr. POLLOCK—Yes.

EMPLOYMENT OF PILOTS.

The ATTORNEY-GENERAL moved the second
reading of the Bill entitled "An Ordinance to
provide for and regulate the Employment of
Pilots." He said—The object of this Bill is to
provide for the exercising of control over per-
sons who practise as pilots in the waters of the
Colony. There is at present, I understand, a
so-called pilot service, but the men who
ply for hire as pilots are not licensed or
qualified in the sense of having passed
under examination or had the approval
of any person competent to say whether the
man offering his services as a pilot knows the
proper thing to do. In one sense it may
be said that a place like this does not
require pilots; the navigation is open, there
is nothing intricate outside of the Colony,
and there is no need to have pilots to bring
ships into Hongkong or take them out.
But apparently the Harbour is so extremely
crowded and the difficulties of finding their
berths so considerable, that the Government
has been approached by the shipping community
and asked to provide some safeguard that persons
who offer themselves for pilots within the
waters of the Colony shall know what to do.
That application was considered, with the re-
sult that this Bill has been brought in. There
is no compulsion for anyone to take the pilot,
nor by taking the pilot to exempt a ship that
takes him from any consequences that may
occur—a collision or otherwise. Government
accepts absolutely no responsibility in the
matter. People are free to take the pilot or not
as they please. What the Government wants
to do is to see that no one shall offer his
services as a pilot who is not reasonably
considered to be capable of performing the
duties of a pilot. I think, though the measure
is a new one, it will be found useful in its ap-
plication.

The ACTING COLONIAL SECRETARY second-
ed, and the motion was agreed to.

The Council then went into committee on the
Bill and considered it clause by clause, only a
few minor amendments being made.

On the Council resuming, the Bill was read
a third time and passed on the motion of the
ATTORNEY-GENERAL, seconded by the ACTING
COLONIAL SECRETARY.

HILL RESERVATION.

The ATTORNEY-GENERAL moved the second
reading of the Bill entitled "An Ordinance for the
Reservation of a Residential Area in the Hill
District." He said—Sir, the necessity for this
measure and the expediency of passing such a
measure is, I think, very clearly if succinctly and
shortly stated in the objects and reasons appen-
ded to the ordinance itself. It will be found
stated that "The reservation of this
district is desirable in order that a healthy place
of residence may be preserved for all those who
are accustomed to a temperate climate and to
whom life in the tropics presents the disadvan-
tage of an unhealthy environment." Of course, it
is known to everyone that persons of European

birth and extraction are liable to and do suffer
more or less when they are obliged to live
continuously under conditions of temperature
and environment which are to them unnatural
—conditions of life such as are to be found in
all tropical countries, and which are at all times
trying to those who are forced to live in the
lower levels of tropical places. But that
inconvenience and that danger which exist
everywhere are accentuated in this island
of Hongkong by the necessity which arises
from the restricted area which compels the
dense population to live together closely
crowded. It is undesirable as far as I can see
that the lower levels should be under this unenviable
necessity, which is due to the fact of the re-
stricted area in which thousands have to live where there
is only room for hundreds. Now this fact is due
to this other fact: that this continued influx into
Hongkong is simply enormous, attracted here
as they are by the fact that they possess
security to life and property to a greater extent
than can be obtained elsewhere in the East.
Well, Sir, we welcome the Chinese who like to
come here, and put no limit upon their numbers.
But it is not possible to reserve within the area
that is below the line which is ordinarily
known as the 700 feet contour that limit within
which the conditions of healthy life can be
found as a rule. We want many people
to come here and live and trade and
promote the prosperity of themselves and
the country if they choose to come. We, at
the same time, wish and everyone, I think, in
this honourable council, or outside of it, wishes
to preserve at the same time the greatest
area capable of being inhabited without that
dense crowding which in all countries is
detrimental, but especially so in tropical
countries, as this one is. This crowding goes
on every day, and will continue to go
on. The vast majority of the people
who come here—of Chinese people,
at all events—have never lived on the
upper levels about the 700 feet contour, and
therefore the Government in casting about for
an area that is desirable and necessary for a
reservation area have determined upon fixing
on a locality which has never hitherto been
occupied by Chinese. Therefore, we propose
by this Bill to reserve an area within the
Peak limit which will be free from the
speculative builder, because as the pressure
goes on from year to year it may come to pass
that houses that have not so far existed there—
tenement houses—may in future find their way
to the Peak. It may be more convenient for
the speculator in building and letting houses,
instead of going over to Kowloon side to go up
to the Peak, and conditions would be created
so that perforce the Chinese would be compelled
to live there and introduce the conditions that
are undesirable, and which now exist below.
Therefore, I say that those who support the pro-
position that it is desirable, if possible, that the
area I have referred to should be reserved will,
no doubt, say that the best place to choose is the
place we have chosen; that is, the
Peak District. Therefore, the Government has
decided to ask the Council to pass the Bill. Of
course, it is obvious to anyone who reads this
Bill even casually that it is by no means to
prevent the Chinese, qua Chinese, living on the
Peak. The Chinese gentleman, if he desires,
can do so. There is no indication that they
will be desirous in the future, but clause 5 says,
"It shall be lawful for the Governor-in-
Council to exempt any Chinese from the operation
of this Ordinance on such terms as
the Governor-in-Council shall think fit." It
is not to prevent the Chinese, as such,
living at the Peak; but we wish to have a place
that is healthy and not overcrowded, and can
never be overcrowded.

The ACTING COLONIAL SECRETARY second-
ed.

The Hon. Dr. Ho Kai—Sir, the Bill, the
second reading of which has been just moved,
has a decided savour of the nature of
class legislation, and especially against the
Chinese, and, as such, it should be my
duty to oppose it in as strong a manner as
possible; but at the same time, Sir, I have had
the reasons carefully explained to me for the
necessity of such a Bill. I have considered
these reasons very carefully and I must say,
personally, I am quite convinced of the
reasonableness and expediency of such a
measure. The reason put forward was the
limited space for the accommodation of Euro-
peans at the Peak, and it was also necessary for
the health reasons to live at a height of some
hundreds of feet from the level of the sea, not
only for their own health, but that of their
families and children, especially the children.
Having considered that carefully, I for
myself certainly think a concession from the
Chinese would not only be graceful but justifi-
able, and I as a member of the Chinese com-
munity, and I believe my colleague also, agreed
to offer no opposition to this Bill, but will be
glad to consent to a measure by which we know
the health and happiness of a large section of
the European community will be promoted—
the section upon which the prosperity and well-
being of this Colony so much depends, and by
yielding them the principle of this Bill we are
really promoting not only their welfare, but
the welfare of the whole of this Colony.
So far then, we do not propose to offer
any opposition to this Bill, but as I
am here representing the Chinese—the
Chinese community, of course, have something
to say to this Bill. In order to ascertain their
views—those of the leading members only—
manifestly it is impossible for us or for the
Government even to ascertain the views of the
Chinese in general, nor do I think it is
imperative or necessary to do so—the
leading Chinese have held a series of
meetings to consider the Bill, and to sum
up, shortly, the result of it I wish to put it
that the majority have, after three meetings,
instructed us, or let us know by resolution,

that they would not oppose this Bill because
they had had the reasons explained to them and
they think, I suppose, the reasons were sufficient;
but, at the same time, unanimously have request-
ed the Government to be so good as to
alter somewhat the phraseology of the Bill.
In Committee I hope I will be able to lay before
the Council some suggestions as to the altera-
tion of the Bill which, if found by the
Council not objectionable and quite as effective
in carrying out the principle of the Bill, I hope
every member of this Council will consent to un-
less they can point out a good reason for con-
sisting to any conclusion otherwise, for the sake of
unity and to satisfy the Chinese also who have
so far granted this concession. There was a
minority in these meetings who are not
compromising anyone, but who are dead against
the principle of this Bill, and on no account
would support a Bill of this kind, but, as I say,
as the majority have expressed their willingness
to fall in with the principle of the Bill
should certain terms of the Bill be altered.
I think my colleague and myself will
be justified in offering no opposition to this
Bill. In Committee I hope a fair hearing shall
be afforded me, and if what I propose as an
amendment meet with the approval of the
Council I hope that a change in the phraseology
will be conceded. With these few remarks I
do not offer any opposition.

Hon. W. A. YUK—Sir, I beg to say I quite
agree with what my senior colleague has been
saying, and I beg to support what he has said
already in his speech.

Hon. Mr. POLLOCK—Your Excellency, I have
very much pleasure now in supporting this Bill
and perhaps as I was one of the gentlemen who
were approached in connection with the drafting
of the petition from owners of property at the
Peak, the petition upon which the present
Bill is founded, I may state, Sir, that there was
no intention at all on the part of the movers in
this of introducing anything in the way of class
legislation against the Chinese. The grounds
upon which we moved were simply and solely the
question of the public health. We recognised,
as the hon. and learned Attorney-General has
pointed out, that it was imperative in this Colony,
under the tropical and somewhat unnatural
conditions under which we live here, that there
should be some reservation on the higher levels
for Europeans and their wives and families.
I think, Sir, that those members of
this Council who have been here like myself
during the past 16 or 17 years will realise how
much the Peak has been developed since the
tramway went up there. You, Sir, will no doubt
remember that before the Peak Tramway was
opened—which was as long ago as May, 1888—
there were only a very few houses up at the Peak,
and apart from the few at Magazine Gap which
were lived in all the year round, those few who
lived on what we may call the Peak proper
never lived there except in the summer, but
came down in the winter. Since the tram
has come all that has been altered. There
has been what may be termed a regular
rush of non-Chinese up to the Peak until
at the present day, as it is well known, the sites
which are available for fresh houses to be built
at the Peak, especially in view of the land which
has very properly been reserved, is very limited
indeed. Therefore I think the hon. and learned
Attorney-General might have spoken even more
strongly than he did, for not merely is it
undesirable that there should be any rush up
to the Peak, but one may see that in the course
of a few years' time it would be a very difficult
thing indeed for Europeans at the Peak to
obtain any fresh sites. As I have said, there
has been a regular rush of Europeans up to the
Peak. What is the case with regard to the
Chinese? Although the tram was opened
some 16 years ago we find now that not a
single Chinaman except the class of domestic
servants, etc., exempted under this Bill is
living at the Peak. That is a very good
proof indeed that the Chinese gentlemen have
never felt during the last 16 years any desire to
live up at the Peak. Therefore, Sir, I think it
is quite clear that there will be no hardship at
all in enacting such a measure as this, and I
think it is absolutely imperative in the interests
of those who suffer from the hot climate
that they should have this sanatorium to
go to, and therefore I have very much
pleasure in supporting this Bill.

HIS EXCELLENCY—Gentlemen, I have lis-
tened to the speech of the hon. senior member for
the Chinese with a great deal of interest, and
it affords me a great deal of gratification
to find that both he and his colleague are
able to support this Bill. When I received the
petition asking for this legislation I recognised
that it was a somewhat delicate subject, that
legislation of this kind might perhaps bear
the appearance of what has been called
class legislation. But knowing the Chinese
community well, having had many years'
experience of them, I relied upon their sound
practical common-sense when I authorised the
introduction of this legislation. I felt con-
vinced that when the matter was thoroughly
explained to them they would, as the majority
of them appear to do, recognise that it
is in the interests of this Colony as a
whole that the European section of it
should enjoy a healthy area where they
and their wives and their families can
reside. I need not dwell upon the point, but I
may be allowed to remark that all of us here are
workers. There are no idle drones in this
Colony, and a man will work better, for himself
first no doubt, but after all in the interests of
the Colony in the long run, when he himself and,
if married, his wife and family, are in good
health. It also enables Europeans
to keep their families in the Colony instead
of undergoing the expense and the anxiety of a
separation which would be necessitated and was
necessitated in the past before they found this

area at the Peak where one enjoys a more or
less temperate climate. The hon. senior mem-
ber for the Chinese has mentioned that
there is a minority who still do not view
this Bill with favour. Well, I would
only remind that minority of the vari-
ous Statutes on the Statute Book by which
privileges are accorded to the Chinese com-
munity that are not accorded to the European
community. I would remind them of the con-
stant endeavour of this Government, supported
by the willing co-operation of the members of
this Council, and the constant efforts made for
the welfare of the Chinese community. One
of the last Ordinances we passed was a Bill by
which this Council amended the law relating to
cubicles. Now the cubicle is a thing that
touches the Chinese community very nearly, and
we have been advised by our sanitary advisers
not to have any cubicles at all in Chinese
tenement-houses; but this hon. Council,
recognising that to enforce such a law in
its entirety would entail great hardship on the
community, modified it by allowing a certain
number of cubicles as a minimum in each house.
I simply mention that as an indication of
concessions made by the Government, supported
by this Council, in the interests of the
Chinese community as a whole, and there-
fore in the interests of this Colony as a
whole. The hon. senior Chinese member
has indicated that he has certain amend-
ments to move in committee, and all I can
say is I have no doubt they will receive the
very earnest consideration of this Council; and
if we can meet his wishes in any way it will
afford us a great deal of pleasure to do so.
(Applause.)

The second reading was carried, and the
Council went into Committee on the Bill.

Section 3 was as follows:—After the passing
of this Ordinance the Hill District shall be re-
served as a place of residence for persons other
than Chinese, and no Chinese shall, except as
hereinafter provided, reside within the limits of
the said District.

Hon. Dr. Ho Kai proposed that this be
deleted and that there be substituted for it
a clause to the effect that after the passing of
the Ordinance, and subject to all previous re-
servations, it shall be lawful for Chinese to re-
side in any locality below the 788 feet contour,
and, with the consent of the Governor-in-
Council, but not otherwise, in any locality within
the Peak District. There were many Chinese
he said, who objected to the wording of
the clause. In this proposed amendment
of his the principle of the Bill was
retained and there could be no reason-
able objection in its wording. The old
reservations were excepted and the consent
of the Governor-in-Council was necessary. He
did not think there could be any objection to
the substitution.

HIS EXCELLENCY said he did not know that
the Government would go so far as to allow
Chinese to live anywhere beyond the other re-
servations; still more reservations might become
necessary as the Colony developed.

Hon. Dr. Ho Kai argued that in that case
the new laws would annul this one.

The ATTORNEY-GENERAL said that what Dr.
Ho Kai proposed was exactly what the Bill pro-
vided: it was a distinction without a difference.
If the purpose of the Bill could be served there
was no necessity to insist upon any particular
form of words. He proposed to strike out clause
3 and make some alteration in clause 4, which
would have the same effect. He moved that
these clauses be struck out and the following
substituted as clause 3:—That it shall not be
lawful save in accordance with the provisions
of this Ordinance for any owner, lessee,
sub-lessee, tenant or occupier of any land
or of any house or building within the Hill
District to let or agree to let any such land or
any such house or building or any part thereof
for the purpose of residence by any but non-
Chinese or to permit any but non-Chinese to
reside on or in any such land or house or build-
ing except in accordance with the provisions of
this Ordinance.

This was agreed to.

Clause 5 was allowed to stand as follows:—It
shall be lawful for the Governor-in-Council to
exempt any Chinese from the operation of
this Ordinance on such terms as
the Governor-in-Council shall think fit.

Constructional Amendments proposed by the
Attorney-General were made in various clauses.
When the Council resumed.

The ATTORNEY-GENERAL said he desired to
postpone the second reading of the Bill entitled
"An Ordinance to amend Ordinance No. 8 of
1882 entitled 'The Banishment Conditional
Fardens Ordinance, 1882.'" This was agreed to.

The Council adjourned till next Tuesday.

FINANCE COMMITTEE.

A meeting of the Finance Committee was
held immediately after the Council—the
Acting Colonial Secretary (Hon. A. M.
Thomson) presiding.

The following votes were passed:—

TROPICAL DISEASES.
The Officer Administering the Government
recommended the Council to vote a sum of
\$1,200 (at £100 in aid of the vote Miscel-
laneous Services, being a contribution for the
purpose of continuing the investigation of
tropical diseases.

P.W.D. EMOLUMENTS.
The Officer Administering the Government
recommended the Council to vote a sum of
\$4,198.90 in aid of the vote Public Works
Department under Personal Emoluments and
Other Charges, for the following items:—

PERSONAL EMOLUMENTS.
Executive Engineer at £40 per month,
(24 days' half pay from 2nd April,
1904, to 31st May, 1904), = £27.14.5
(Full pay from 14th May, 1904, to 31st
December, 1904), = 363.47
£30.19.0 at £= \$3,971.39

OTHER CHARGES, CONVEYANCE
ALLOWANCES.
Executive Engineer from 14th May, 1904,
to 31st December, 1904, at \$30 per
month= 2,17.50

Total= \$4,198.90

PUBLIC WORKS.
The Officer Administering the Government
recommended the Council to vote a sum of
\$13,700 in aid of the vote, Public Works
Recurrent and Extraordinary, for the follow-
ing items:—

PUBLIC WORKS RECURRENT.
Maintenance of public cemetery \$4,500
Maintenance of Praya wall and
piers 7,200
\$11,700

PUBLIC WORKS EXTRAORDINARY.
New Territory survey 2,000
Total= \$13,700

This was all the business.

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Hongkong, 10th March, 1904.

CORRESPONDENCE.

JAPAN DURING THE WAR.
ASSURANCE TO TOURISTS.

TO THE EDITOR OF THE "DAILY PRESS."
Japanese Consulate, Hongkong, 19th April.
Sir,—As requested by the mayors of the
principal cities of Japan, I beg to ask that you
will be good enough to insert the enclosed
telegraphic communication received from our
Foreign Minister, Baron Komura, in your news
columns of the 20th instant.—Yours faithfully,
MASAICHI NOMA,
Consul for Japan.

[ENCLOSURE.]

In answer to enquiries, too numerous to be
dealt with individually, and in the hope of cor-
recting certain erroneous impressions that
prevail abroad, we, the Mayors of the principal
cities of Japan, beg to give our assurance that
throughout the Empire of Japan normal con-
ditions prevail, and the country is now, in
war time, as orderly as in times of
peace. Business men and travellers contem-
plating a visit to our Empire will encounter no
inconvenience nor be exposed to any danger.
The ordinary means of communication by land
and sea are not, and cannot be, interrupted, as
Japan and its territorial waters are not included
within the war zone, and by reason of the posi-
tions and advantages of our fleet and armies,
Japan is insured against invasion.
(Signed)

Mayors of Tokyo, Yokohama, Osaka, Nagasaki,
Saikyo, Kobe, and Nagoya.

SHIPPING NOTES.

THE DIVIDENDS OF THE GERMAN LINES.
The Norddeutscher Lloyd pays a dividend of
6 per cent. for the year 1903. No dividend was
paid for the year 1902. The Hamburg-American
line is also paying a dividend of 6 per cent. for
1903, against 4 per cent. for 1902. The
imperial subsidy paid to the latter company for
its East-Asiatic service will now cease, in
consequence of the arrangement by which the
passenger traffic will in future be the monopoly
of the Norddeutscher Lloyd, only freighters
being placed on this run by the Hamburg-
America Company.

WEATHER.

The *Nittidale*, from Shanghai, reports fog,
drizzly weather and north-easterly wind in the
Formosa Channel.

ITEMS.

The *Hyson*, from Liverpool, has over 8,000
tons of cargo for the Fair East; 2,200 tons are
for Hongkong. The *Keng Sang*, from Shang-
hai, has 800 tons of cargo for this port. The
steamer *Wachora*, from Penang, has 819 tons of
cargo for this port.

RICE.

Messrs. Jardine, Matheson & Co. received
2,500 tons of rice from Saigon yesterday by the
s.s. *Amara*.

SUGAR.

The *Giant* arrived from Sourabaya, Java,
yesterday with 2,300 tons of sugar for Chinese.

COAL.

The *Sundford*, from Kachinotza, has 4,500
tons of coal for Messrs. Bradley & Co. The
Ness, from Cardiff yesterday, has 4,056 tons of
coal. She is bound for Sasebo, Japan. *Oscar*
II arrived from Moji yesterday with 4,100 tons
of coal for the Mitsui Bussan Kaisha. Messrs.
Doitwell & Co. received 5,200 tons of coal from
Japan by the *Nittidale*.

Yesterday morning we mentioned that the
German steamer *Progress* had arrived from the
South with a lighter of 500 tons in tow. The
lighter, which is consigned to Canton, has an
interesting history. About a year ago the
German steamer *Piccola* was towing two
lighters in the China Sea, and they broke drift.
One went ashore in the Tonkin Gulf, and the
other somehow found her way to Tourane. After
lying on the sands for a year the former has
just been rescued, and is being sent to Canton.
Repairs can be effected cheaper at Canton than
at Hongkong!

STEAMER MOVEMENT.

The steamer *Alga* leaves Manila for this port
this morning, and is due here on Saturday, the
23rd inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

On the 18th at 11.25 a.m. The barometer
has risen moderately in China and fallen rather
rapidly in NE. Japan.

The greatest pressure is now found in N.
China, and the least in the southern Philippines.
Gradients are moderate on the China Coast,
and moderate monsoon will be found to prevail
in the Formosa Channel and in the northern
part of the China Sea.

Forecast:—Moderate NE. winds; cloudy, fair.

MACNIVEN & CAMERON'S "J" PENS.
are by special device in manufacture the smoothest
and most quill-like J pens to be obtained anywhere
I lack J. Gilt J. Big J.
In 6d. and 1s. boxes, at all Stations.
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of Cuticura Soap

And Dressings of Cuticura the
Great Skin Cure

Purest, Sweetest, Most Effective Remedies
for Skin, Scalp and Hair.

This treatment at once stops falling
hair, removes crusts, scales and dan-
druft, destroys hair parasites, soothes
irritated, itching surfaces, stimulates
the hair follicles, loosens the scalp skin,
supplies the roots with energy and
nourishment, and makes the hair grow
upon a sweet, wholesome, healthy scalp
when all else fails.

Millions of women now rely on Cuti-
cura Soap assisted by Cuticura Oint-
ment, the great skin cure, for preserving,
purifying and beautifying the skin, for
cleansing the scalp of crusts, scales and
dandruff, and the stopping of falling
hair, for softening, whitening and
soothing red, rough and sore hands, for
baby rashes, itches and chafings, for
annoying irritations, or too free or
offensive perspiration, for ulcerative
purposes, and many sanative, anti-
septic purposes, as well as for all the pur-
poses of the toilet and nursery.

Cuticura remedies are the standard
skin cures and humors remedies of the
world. Bathe the affected parts with hot
water and Cuticura Soap, to cleanse the
surface of crusts and scales and soften
the thickened cuticle. Dry, without
hard rubbing, and apply Cuticura Oint-
ment freely, to allay itching, irritation
and inflammation, and soothe and heal,
and, lastly, in the severer forms, take
Cuticura Resolvent, to cool and cleanse
the skin, cure the most torturing, dis-
figuring skin, scalp and blood humors,
from pimples to scrofula, from infancy
to age, when all else fails.

Cuticura Resolvent, used in the form of Chocolate
Coated Pills, Cures Blood and Cuticura Soap are
sold throughout the world. Depots: London, 27, Charter-
house St.; Paris, 6 Rue de la Paix; Australia, 17, Terrace
St., Sydney; Boston, 17, Columbus Ave.; Potter Drug &
Chemical Co., New York. How to Cure Every Humour.

[61-7]

NEW ADVERTISEMENTS

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT

BY THE BAND OF S.M.S. "HANSA"

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SPECIALLY FINE PROGRAMME

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Hongkong, 20th April, 1904.

TO LET.

NO. 9, PEDDER'S HILL, as Annex to the Hotel America, now most elegantly furnished. Rooms with or without board. Monthly Boarders accepted.

Hongkong, 20th April, 1904. [1053]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Vaux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Hongkong, 20th April, 1904. [1054]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUY PRACTICE will be carried out from Lyman (Pak-sha-van Battery), on the night of the 25th APRIL, 1904, in the direction of the entrance to Junk Bay, at ranges from 600 to 2,000 yards, commencing about 7.15 p.m. and finishing about 9.30 p.m., if the range is clear.

If the weather is unfavourable, practice will not take place.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 19th April, 1904. [1055]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on TUESDAY, the 26th APRIL, 1904, commencing at 2.45 p.m.,

at No. 3, CANTON VILLAS, Kowloon, A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS—Cash on delivery.

On view from Monday, the 25th April, 1904.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 20th April, 1904. [1056]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports on FRIDAY, 2nd inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAMBERT & CO., General Managers.

Hongkong, 20th April, 1904. [1057]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th inst., or they will not be received.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th April, 1904. [10-11]

THE AMERICAN SYSTEM OF

DENTISTRY.

Dr. M. H. CHAUN,

27, Des Vaux Road CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [64]

COLD STORAGE.

THE Hongkong Ice Company, Ltd.,

have now 40,000 Cubic feet of Ice.

Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver portable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

DAVID CORSAIR & SONS

MERCHANT NAVY

NAVY BOILED

ONG FLAX

RELIANCE CROWN

TAPOULING

ARNHOLD, KARBEG & CO., Sole Agents.

3486

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and

Launchees. Castings in Brass and Iron

Mod. charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. 78

CLUB GERMANIA.

NOTICE.

THE 6TH ORDINARY GENERAL MEETING of the Members of the Club Germania will be held in the CLUB HOUSE, on MONDAY, the 25th APRIL 1904, at 5.30 p.m.

By Order, G. FRIESLAND, Hon. Secretary.

Hongkong, 18th April, 1904. [1053]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the Hongkong General Chamber of Commerce will be held on WEDNESDAY, the 27th APRIL, 1904, at 3.30 p.m., at the CHAMBER ROOM, City Hall, for the purpose of receiving the Committee's Report and Accounts for the year ended 31st December, 1903, electing the Committee for the ensuing year and transacting general business.

By Order, A. R. LOWE, Secretary.

Hongkong, 14th April, 1904. [1046]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 30th APRIL instant, at 4 p.m.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1904. [1040]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

H. R. Care of Office of this Paper.

Hongkong, 16th May, 1903. [3148]

RUINART PERE & FILS, REIMS

Established 1719,

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [50]

QUAN WAI & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE AND GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1899. [1033]

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c., and FOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [31]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 88SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 25th November, 1902. [1035]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road Price 15 cents per copy cash.

Hongkong, 22nd December, 1902. [3518]

NOTICE OF FIRM

THE CHINA FIRE INSURANCE CO., LD

NOTICE.

FROM This Date, and during the Absence of Mr. G. E. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

E. GOETZ, Chairman.

Hongkong, 30th March, 1904. [892]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED), TO-MORROW (WEDNESDAY), the 27th APRIL, 1904, at 11 a.m., at THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S, KOWLOON.

A QUANTITY OF DAMAGED CARGO, ex s.s. "GLEN TURRET."

TERMS—As usual.

For full particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 15th April, 1904. [1019]

TO LET.

TO LET.

ONE UNFURNISHED ROOM, BATHROOM, COOKROOM, SERVANTS' QUARTERS, etc., in Robinson Road. Apply to—

Care of Daily Press Office, Hongkong, 6th April, 1904. [628]

TO LET.

"BRAKENKNOVE," No. 35, Conduit Road, Six Rooms and Garden. Possession from 1st May. "C." Care of No. 9, Bellios Terrace, Hongkong, 15th February, 1904. [519]

TO LET.

MIRION, Nos. 1 and 2, and BOWRING VILLAS, No. 2. Apply to—

HUGHES & HOUGH, 8, Des Vaux Road, Hongkong, 4th April, 1904. [921]

TO LET.

ONE ROOM FURNISHED, with Board, near Kowloon Ferry, from 1st May. Apply to—

T. C. Care of Daily Press Office, Hongkong, 16th April, 1904. [1027]

TO LET.

THREE FIRST-CLASS SHOPS European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 29th March, 1904. [915]

TO LET.

ONE SPACIOUS NEW GODOWN, very suitable for Dry Goods. Apply to—

W. LISAUGHT, 158, Wanchai Road, Hongkong, 3rd December, 1903. [78]

TO LET.

Shamoen, Canton. ONE or more FURNISHED ROOMS, in excellent situation. Apply to—

X. X. Care of Daily Press Office, Hongkong, 25th February, 1904. [582]

TO LET.

FURNISHED HOUSE, Kowloon, with Tennis Court. OFFICES, CENTRAL POSITION. No. 71, WYNDHAM STREET. And others to suit various requirements. S. A. SETH, Land and Estate Broker, The Dairy Farm Co., Ltd. Hongkong, 28th March, 1904. [73]

TO LET.

NO. 2, CONDUIT ROAD, 5-ROOMED HOUSE. "STONYHURST," Magazine Gap. Rent \$40 a month. Apply to—

AMMET RUMJAHN, 62, Queen's Road, Hongkong, 16th April, 1904. [1028]

TO LET.

NO. 1, RIVON TERRACE (in FLATS). No. 4, RIVON TERRACE. No. 17, WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORRISON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIELD). GODOWNS; PRAYA EAST. "ROSENEATH," KOWLOON. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th April, 1904. [75]

TO LET.

At SEAVIEW S.E. No. 3 POLICE STATION. ROOM FURNISHED or UNFURNISHED, with Bathroom and Gas. Good View of Harbour, Gardens, &c. Apply to—

Mrs. F. G. ALLEN, Seaview, Wanchai Gap Road, Hongkong, 14th April, 1904. [1000]

TO LET.

"THE EYRE" (PEAK). "ALEXANDRA" BUILDINGS, Rooms on the Top Floor. Nos. 15 and 17, MOSQUE JUNCTION. No. 24, BELLIOS TERRACE, a Corner House with a Fine View of the Harbour. Nos. 11, 13 & 21, BELLIOS TERRACE. "WESTWARD HO," Top Floor only. "KIRKENDALL" (PEAK), Furnished; immediate possession. Apply to—

LINSTEAD & DAVIS, Hongkong, 6th April, 1904. [397]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office. Apply to—

WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd November, 1903. [74]

TO LET.

NOS. 5 and 6, BARROW TERRACE Kowloon. Available 1st March. Apply to—

THE SAM WANG CO., LD. Hongkong, 5th February, 1904. [428]

TO LET.

AN AIRY ROOM, suitable for Office or Store in Central Position. Apply, by letter, to—"R." Care of Sayce & Co., 14 Beaconfield Avenue, Hongkong, 9th April, 1904. [973]

TO LET.

NO. 1, STEWART TERRACE, the Peak. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th March, 1904. [865]

TO LET.

TO LET.

SET of THREE LARGE ROOMS on the First Floor of No. 3, Queen's Road; next to those occupied by the China Fire Insurance Co., Ltd. Also the Second Floor of No. 8, Des Vaux Road, suitable for Offices. Apply to—

DAVID SASSON & CO., LD. Hongkong, 23rd March, 1904. [812]

TO LET—AT KOWLOON.

NO. 6, LYEMOON VILLAS. From 1st May, 1904. Apply to—

LEO D'ALMADA & CASTRO, 39 & 41, Des Vaux Road, Hongkong, 4th April, 1904. [93]

TO LET.

WELL-VENTILATED FLOORS at Nos. 57 and 59, Queen's Road Central, suitable for Offices, or residential quarters, with every convenience. Rent very moderate. Apply to—

POOHOMULL BROS., 57, Queen's Road Central, Hongkong, 19th April, 1904. [1044]

TO LET.

GROUND FLOOR, No. 4, Des Vaux Road with Strong Room. Now in occupation of Guaranty Trust Company of New York. Apply to—

LINSTEAD & DAVIS, Hongkong, 10th March, 1904. [702]

TO LET.

FIRST and SECOND FLOORS of No. 34, Queen's Road Central, opposite the General Post Office, after March 31st, 1904, at present occupied by Messrs. Powell & Co., and the Cosmopolitan House. This house is especially suitable for people who are seeking places for hotel purposes. Please apply to—

YEE SANG FAT, at the above address, Hongkong, 29th December, 1903. [380]

TO LET.

OFFICES on First Floor, Queen's Road Central. Apply to—

KELLY & WALSH, LD. Hongkong, 18th April, 1904. [1093]

TO LET.

GODOWN, No. 32, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD. Nos. 74, CAINE ROAD. Apply to—

COMPTON DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 5th March, 1904. [430]

TO LET.

NO. 3, CANTON VILLAS. A HOUSE in KNOTSFORD TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 29th March, 1904. [678]

TO LET—AT MACAO.

NO. 5, RUA DO PE NARCISO, at the back of Government House. Apply to—

"EXCELSIOR," Macao, or No. 3, CAINE ROAD, Hongkong, Hongkong, 21st March, 1904. [759]

BOARD AND RESIDENCE

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD. Hongkong, 19th March, 1904. [78]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road. EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—

Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. [70]

"TANG YUEN."

BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply to—

INTIMATIONS

ROBINSON
PIANO CO. LD.



\$100

REDUCTION

ON 11 UPRIGHT GRANDS
OF
OUR OWN MAKE
\$350 AND \$395.

TO MAKE ROOM FOR THE
OUTPUT FROM OUR
NEW
PIANO FACTORY
Cash OR Credit.

Hongkong, 6th April, 1904.

THE
JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,

CIRCULARS,
VISITING CARDS,
AND
COMMERCIAL
PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.
MACHINE RULING,

GOLD LETTERING,
AND
MARBLING, ETC.,
ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT

BOOKS
A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN
EXTRAORDINARY GENERAL
MEETING of the SHAREHOLDERS of the
above Company will be held at the OFFICE
of the Company on TUESDAY, the 26th day
of APRIL, at NOON, for the purpose of
confirming the following Special Resolutions
which were passed at the Extraordinary General
Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.
(a) In Article 81 the words "Five Hundred
Dollars" shall be substituted for the words
"One Hundred and Fifty Dollars."
(b) In Article 102 the words "An Auditor"
shall be substituted for the words "Two
Auditors."

(c) In Article 108 the word "Auditor"
shall be substituted for the word "Auditors."

By Order of the Board of Directors,
A. SHELTON HOOPEE,
Secretary to

THE HONGKONG LAND INVESTMENT AND
AGENCY COMPANY, LIMITED.

General Agents for
THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

Hongkong, 8th April, 1904. [191]

HALL AND HOLTZ, LIMITED.

THE 12TH ORDINARY GENERAL
MEETING of SHAREHOLDERS
will be held at the HEAD OFFICE of the
Company, No. 20, The Bund, Shanghai, on
SATURDAY, 30th APRIL, 1904, at 11 o'clock
A.M., when the report and accounts for the year
ended 29th February, 1904, will be presented.
The TRANSFER BOOKS of the Company
will be CLOSED from the 21st to 30th
APRIL, both days inclusive.

By Order,
E. R. PALMER,
Secretary.

Hongkong, 19th April, 1904. [1045]

THE TIENSIN GAS AND ELECTRIC
LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies'
Ordinances of Hongkong, whereby the
liability of Members is limited to the amount
of their shares.

CAPITAL: TAELS 250,000.
Divided into 2,500 shares of Tls. 100 each of
which 600 shares have already been allotted to
shareholders in The Tiensin Gas Co., Ltd.
Present Issue 1,500 shares of Tls. 100 each of
which 350 shares have already been subscribed
for by Shareholders in The Tiensin Gas Co.,
Ltd. The balance of 1,150 shares is now offered
to the public.

TERMS:
10 Taels payable on application.
30 " " " 1st August, 1904.
30 " " " 1st November, 1904.
30 " " " 1st February, 1905.

DIRECTORS:
C. POUTSEN, Esq. (Chairman), of Electric
Engineering and Fitting Co.
K. OSWALD, Esq., of Messrs. Oswald and
Loup.

W. E. SOUTHCOTT, Esq., of Messrs. William
Forbes & Co.
W. T. L. WAX, Esq., of Talm & Lighter
Company, Limited.

W. JIM PAH, Esq., Comptroller, Hongkong
and Shanghai Banking Corporation.

Prospectuses and Forms of Application for
shares may be obtained on application to the
Hongkong and Shanghai Banking Corporation at
their Branches in Tientsin, Peking, Shang-
hai and Hongkong, and also from Messrs
Doney & Co., 99, Consular Road, Tientsin.

Share Lists close at 4 p.m. on Saturday, 30th
April, 1904.

Hongkong, 1st April, 1904. [1923]

NOTICE.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th
August, 1894, of the Five Shares Nos.
14181/14185 in this Company, standing in the
name of Mr. BECK SE YONG, of Hong-
kong, has been LOST, and if at the expiration
of One Month from the date hereof the above
document be not forthcoming, another Cer-
tificate will be issued by the Company, and
thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,
Acting Secretary.

Hongkong, 4th April, 1904. [1934]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
cent. upon contributions for the year
1903 has been declared.

Warrants will be issued on the 4th May.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 15th April, 1904. [1017]

HONGKONG
BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS

Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.

Bronze and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

STOREKEEPER.

F. BLACKHEAD & CO.

Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Baljeun's Genuine Com-
position Red Brand Brand.

BISMARCK & CO.

Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers'
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

SUPREME COURT.

Tuesday, 19th April.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

NO INDICTMENT.

In the case against Sunda Singh, an Indian
constable, who was charged with a grave offence,
the Attorney-General, Sir Henry S. Berkeley
(who was instructed by Mr. F. B. L. Rowley,
Crown Solicitor), stated that he had read the
evidence and did not consider it sufficient upon
which to file an indictment.

The man was discharged by proclamation.

ABSENT WITNESSES.

Wong Kai was brought up on a charge of
having between 30th December last and 4th
January stolen nine tins of uniced, the prop-
erty of Lai Wan Hong.

He pleaded not guilty.

The following jury was empanelled:—Messrs.
K. C. H. Newman, J. Lysaght, G. Pickering,
M. Steger, D. K. Moss, T. C. Downing, and
E. J. Judah.

The Attorney-General said that he did not
propose to proceed with this case as several wit-
nesses could not be found; the case was not a
very strong one.

His Lordship directed the jury to return a
formal verdict of not guilty.

The jury returned a verdict accordingly.

Accused was discharged.

His Lordship ordered that the recognis-
ances of the missing witnesses be created.

FORGING AN ORDER.

Ip Lam, a boatman, was charged with having
on 4th April offered a forged request for the
delivery of seven piculs of rice purporting to
be chopped by the Fung Yan Loong firm.

He pleaded not guilty.

The Attorney-General in opening the case
stated that on the morning of the day in ques-
tion, about ten o'clock, the accused went to a
shop called the Yee Fung and asked for and
got some samples of rice. About mid-day he
returned and said he was satisfied with the
samples and brought an order for seven
piculs of rice. The rice was delivered to him
on this order and was taken away to his boat.

Meantime the Yee Fung firm sent the bill to
the Fung Yan Loong firm upon whose supposed
order the rice had been delivered. The latter
repudiated the order. The Yee Fung there-
upon did their best to get their rice back and
recovered it on board the defendant's boat.

He himself was found on a Canton boat,
concealed in the crew's quarters, and was arrested.

His defence was that he did not know that the
order was a forgery.

The jury, after hearing evidence, found the
charge proven.

His Lordship passed sentence of 18 months'
imprisonment.

CHARGE OF ARSON.

Leung Pan Wan and Sin Man Wan were
empanelled on a charge of having on 20th
March set fire to the dwelling-house No. 45
Gough Street, certain persons being then there-
in.

They pleaded not guilty.

Mr. E. H. Sharp, K.C., who represented the
Attorney-General, stated in his opening the
case that the accused were an accountant and a
coolie respectively of a miscellaneous store on
the ground floor of No. 55, Gough
Street, of which the upper floors were
occupied as a Chinese boarding-house. The
store was a new business, began on 27th
January. The master of the shop put in a
certain amount of stock, and then proceeded to
insure it, effecting insurances amounting to
\$10,000, beside \$1500 in respect of his clothing
and furniture. After this the master disappear-
ed and on 15th March the first prisoner took
over the charge of the shop. On the night of
the following day the people on the first floor
saw a fire on the floor below and called out to
the people in the shop, who shouted back an ex-
planation about upsetting a lamp. On the 19th
a quantity of goods were taken away from the
shop. On the following morning at half-past
four the people on the first floor were wakened
by shouts of "fire" coming from the floor above,
whence apparently they had seen the fire
burning in the rear part of the floor premises,
across the shaft that ran from top to bottom of
the building. They ran downstairs into Gough
Street and pushed open the door of the shop.
Several men ran out. They caught the second
prisoner and handed him over to the police as
the others got away. When they went inside,
the shop it was found the rear portion of the
building was filled with smoke and flames.
There were three separate fires, and one
witness would say that the goods in this store
room were arranged so as to burn, these consist-
ing of packing-cases, firewood, Japanese charcoal,
and cheap straw hats. The fire was put out.
Next day, while the shop was in charge of the
police, the first prisoner appeared, took them to
another house and showed them the books of
the firm which he said he had rescued. These
books, he would show, had all been written up
at the same time and by one man. From them
it appeared that the value of the stock was
\$10,000—the amount of the insurance. Mr.
Lammert would tell the jury that he estimated
the value of the stock at \$1,900. The case was
adjourned.

HONGKONG GYMKHANA
CLUB.

PROGRAMME
OF
THE FIRST MEETING
TO BE HELD AT THE HAPPY VALLEY.
ON
SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented
by Hart Buck, Esq. For all subscription
griffins of any season that have never won
an official race. Weight for inches as per
scale. Unplaced runners allowed 5 lbs.
Jockeys that have won an official race in
Hongkong or China 2 lbs. extra; non-
winning jockeys allowed 5 lbs. Entrance \$5.
5 Furlongs.

4.30 p.m. 2. THE EAST POINT CUP.—Pre-
sented by the Hon. C. W. Dickson. For all
China Ponies weight for inches as per scale.
Winners of an open race or open griffin race
5 lbs. extra; non-winning subscription griffins
allowed 5 lbs. Jockeys' penalties and allow-
ances as per Race No. 1. Entrance \$5.
From the two mile post once round and in.

4.40 p.m. 3. THE "ICHIRAN" CUP.—Presented
by G. C. C. Master, Esq. Hurdle race
for all China Ponies. Weight 11 stone.
Jockeys' penalties and allowances as per Race
No. 1, but winners of a hurdle race or
steepchase on an off day at Shanghai or
Hongkong to be treated as winning jockeys.
Entrance \$5. From the grand stand, twice
round and in.

5 p.m. 4. POLO PONY SURETY.—For a Cup
presented by the Club—Open to all bona fide
polo ponies passed as such by the Committee of
the Club. Catch weights not less than 11 stone.
Best of three heats, to be run without dismount-
ing, each from the distance of 100 yds. Entrance \$5.
5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGE
CUP.—Value \$—, (not less than \$200). For
all China Ponies. Weight for inches as per
scale. Penalties and allowances as per Race
No. 1. Jockeys' penalties and allowances as
per Race No. 1. To be won by the pony
scoring most marks in the races for the Cup
by the end of the Club's season, counting 4
for a first, 2 for a second and 1 for a third.
The benefit of marks already scored to pass
with the pony on a sale. Any winner of the
race to carry 5 lbs. extra for each win in sub-
sequent starts for the Cup; penalties accumu-
lative up to 15 lbs. Five to start or no race.
Entrance \$5 to go in the purchase of a
memento to the winner of each race. One
mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Pre-
sented by J. H. Lewis, Esq. For all China
Ponies that have won no flat race of any
description since the 1st January 1904.
Weight for inches as per scale. To be ridden
by jockeys that have not won an official race
in Hongkong or China. Entrance \$5. Half
mile.

Entries (which must state the name, owner, col-
ours, height and colour of ponies entered, and be
accompanied by the necessary fees) close to the
Honorary Secretary at the Hongkong Club at
6 p.m. on Wednesday the 13th April, 1904.

The Committee reserve the right to declare
off any race for which there are not at least five
entries and three starters.

Attention is drawn to the rules of the Club
providing that (a) No person shall be a member
of the Club unless he is a member of the Hong-
kong Jockey Club. (b) All members of the
Hongkong Jockey Club shall be eligible for
election without ballot; and (c) No person unless
he is a member of this Club shall be eligible to
ride or run any pony at any Gymkhana meeting.
Notice of intended membership should be sent
to the undersigned.

F. B. DEACON,
Honorary Secretary and Treasurer.

Hongkong, 4th April 1904. [1936]

HIRANO WATER.

THE QUEEN OF TABLE WATER.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNOLDS & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [144]

POLICE COURT.

Tuesday, 19th April.

BEFORE MR. J. H. KEIP (SECOND
POLICE MAGISTRATE).

A PAWNBROKER.

A pawnbroker was charged with unlawfully
failing to seize and detain a man who made an
application to borrow money on a telescope.
when he had reasonable ground for suspecting
an unlawful practice on the part of the applicant.
Mr. J. Hastings appeared for the defence,
and the man was discharged.

FALSE SCALES.

Three shopkeepers were summoned by In-
spector Ward for not having their scales just.
The first defendant, having a fish-stall at No.
136, Western Market, was fined \$80; the second,
against whom there was a previous conviction
some three years ago, a fowl-store-keeper, at
No. 16 Western Market, was fined \$100;
and the third, who keeps a fruit-store at No. 6,
Western Market, was fined \$40. The scales
were four and five per cent. out.

A CHINESE SERVANT.

A Chinese servant was charged by an Euro-
pean for leaving without notice. He was fined
\$12 or 14 days.

TRESPASSING.

An Indian named Bachan Singh was charged
by a Chinese watchman for trespassing on mili-
tary ground. He was fined \$10 or 14 days.
The man in question was employed for a month
or so in the Hongkong Police Force, being dis-
charged as not of the right sort.

Tuesday, 19th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING
POLICE MAGISTRATE).

A SCANDALOUS AFFAIR.

On the 11th inst. at about midnight an Ex-
cise officer knocked at the door of a house at Yamnati,
a bridal chair-shop. He interrogated the shop-
keeper as to whether he sold cigarettes. The
latter asked who he was. He said he was a
policeman. The Excise officer, according to
evidence, then gave the shopkeeper two slaps on
the head, saying he was tardy in opening the
door, and he then went away.

The defendant was fined \$2.

There have been several cases of Excise
officers being assaulted of late. If others are
like this one, no wonder!

HOUSE-BOYS.

Mr. Webb charged two house-boys with
leaving without notice. They were fined \$5
each.

HONGKONG GYMKHANA
CLUB.

PROGRAMME
OF
THE FIRST MEETING
TO BE HELD AT THE HAPPY VALLEY.
ON
SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented
by Hart Buck, Esq. For all subscription
griffins of any season that have never won
an official race. Weight for inches as per
scale. Unplaced runners allowed 5 lbs.
Jockeys that have won an official race in
Hongkong or China 2 lbs. extra; non-
winning jockeys allowed 5 lbs. Entrance \$5.
5 Furlongs.

4.30 p.m. 2. THE EAST POINT CUP.—Pre-
sented by the Hon. C. W. Dickson. For all
China Ponies weight for inches as per scale.
Winners of an open race or open griffin race
5 lbs. extra; non-winning subscription griffins
allowed 5 lbs. Jockeys' penalties and allow-
ances as per Race No. 1. Entrance \$5.
From the two mile post once round and in.

4.40 p.m. 3. THE "ICHIRAN" CUP.—Presented
by G. C. C. Master, Esq. Hurdle race
for all China Ponies. Weight 11 stone.
Jockeys' penalties and allowances as per Race
No. 1, but winners of a hurdle race or
steepchase on an off day at Shanghai or
Hongkong to be treated as winning jockeys.
Entrance \$5. From the grand stand, twice
round and in.

5 p.m. 4. POLO PONY SURETY.—For a Cup
presented by the Club—Open to all bona fide
polo ponies passed as such by the Committee of
the Club. Catch weights not less than 11 stone.
Best of three heats, to be run without dismount-
ing, each from the distance of 100 yds. Entrance \$5.
5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGE
CUP.—Value \$—, (not less than \$200). For
all China Ponies. Weight for inches as per
scale. Penalties and allowances as per Race
No. 1. Jockeys' penalties and allowances as
per Race No. 1. To be won by the pony
scoring most marks in the races for the Cup
by the end of the Club's season, counting 4
for a first, 2 for a second and 1 for a third.
The benefit of marks already scored to pass
with the pony on a sale. Any winner of the
race to carry 5 lbs. extra for each win in sub-
sequent starts for the Cup; penalties accumu-
lative up to 15 lbs. Five to start or no race.
Entrance \$5 to go in the purchase of a
memento to the winner of each race. One
mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Pre-
sented by J. H. Lewis, Esq. For all China
Ponies that have won no flat race of any
description since the 1st January 1904.
Weight for inches as per scale. To be ridden
by jockeys that have not won an official race
in Hongkong or China. Entrance \$5. Half
mile.

Entries (which must state the name, owner, col-
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accompanied by the necessary fees) close to the
Honorary Secretary at the Hongkong Club at
6 p.m. on Wednesday the 13th April, 1904.

The Committee reserve the right to declare
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Attention is drawn to the rules of the Club
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election without ballot; and (c) No person unless
he is a member of this Club shall be eligible to
ride or run any pony at any Gymkhana meeting.
Notice of intended membership should be sent
to the undersigned.

F. B. DEACON,
Honorary Secretary and Treasurer.

Hongkong, 4th April 1904. [1936]



A perfect complexion

depends on delicacy of skin, which is conferred by

'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartring'.

No imitation can be called 'Dartring'.

'DARTRING' TOILET 'LANOLINE'

is a colloidal tube.

'DARTRING' 'LANOLINE' TOILET SOAP.

Demand the genuine

Wholesale: 40, Abchurch Lane, London, E.C. 4.

1552-2

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for
playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.

SHIPPING.

ARRIVALS.
 April 18, Nyson, British str., 4,862, Davies, Singapore 11th April, General.—BUTTERFIELD & SWIRE.
 April 18, Niss, British str., 1,363, H. Pearl, Cardiff 5th March, Coal.—DODWELL & CO., Limited.
 April 19, AMARA, British str., 1,565, C. J. Matlock, Saigon 15th April, Rice, Flour, Cotton, Seed.—JARDINE, MATHESON & CO.
 April 19, Eclipse, British cruiser, 5,300, Stokes, Singapore 14th April.
 April 19, GIANO, British str., 1,189, Denopol, Sourabaya 11th April, Sugar and General.—CHINESE.
 April 19, HANYANG, British str., 1,265, R. D. Caswell, Shanghai 15th April, General.—BUTTERFIELD & SWIRE.
 April 19, Kowloon, German str., from Canton.
 April 19, Oscar H., Norw. str., 2,000, Olsen, Mol 13th April, Coal.—M. B. KAISHA.
 April 19, Samsen, German str., 995, F. Rohwaldt, Kweichow and Bangkok 13th April, Rice and Timber.—MELCHERS & CO.
 April 19, Vasco de Gama, Portuguese cruiser, 3,000, Manuel Vasco de Carvalho, Lisbon 21st Feb. and Macao 19th April.

DEPARTURES.
 18th April.
 ALGERINE, British sloop, for Yangtze.
 19th April.
 AN PHO, British str., for Saigon.
 CARL DIEDERICHSEN, Ger. str., for Haiphong.
 CHUNSHAN, British str., for Bangkok.
 GREGORY ARCAR, British str., for Calcutta.
 HAILOONG, British str., for Tientsin.
 HANCHOV, British str., for Shanghai.
 HANOI, French str., for Haiphong.
 KLEIN, British str., for Nagasaki.
 MATHILDE, German str., for Swatow.
 POLYMER, French str., for Shanghai.
 PROGRESS, German str., for Swatow.
 SALAZAR, French str., for Europe.
 TIANAN, British str., for Kobe.

ARRIVED DOCKS—Tianan.
 Kowloon Docks.—H. I. G. M. S. Moore, Lin Tan, Athenian, Advantur, Tientsin, San Francisco, Tweeddale, Kinsale, Hailan, COSMOPOLITAN DOCK—Nashua, Claverley.
VESSELS PASSED ANKER.
 April 1, Gorm a str., Sommerfeld, Arzel, April, from Batavia for Hamburg.
 April 1, Dutch str., Java, Visser, April 1, from Batavia for Tientsin.
 April 5, Dutch str., Jon. Edmandsen, Feb. 12, from Amsterdam via Djeddah, for Batavia.
 April 5, German str., Duisburg, Maier, from Tientsin for Batavia.
 April 6, Dutch str., Javoc, Moijer, April 6, from Batavia for Rotterdam.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE THE Company's Steamship

"MARQUIS BACQUEHEM."
 Captain Russell, will leave for the above places TO-DAY, the 20th inst., P.M.
 This Steamer has special accommodation for Passengers, Electric Light and carries a Doctor.
 For Freight or Passage, apply to
 SANDER, WIELER & CO., Agents, Princes Buildings, Hongkong, 14th April, 1904.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship

"TRIESTE."
 Captain Mecozi, will be despatched as above TO-DAY, the 20th April, P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO., Agents, Princes Building, Hongkong, 20th March, 1904.

HAMBURG-AMERIKA LINIE.
 FOR SHANGHAI, CHINKIANG AND WUHU.
 (Taking Cargo at through rates to Tientsin).
 THE Steamship

"KOWLOON."
 Captain C. Stehr, will be despatched for the above ports TO-MORROW, the 21st inst., at 3 P.M.
 This Steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO., Agents, Hongkong, 19th April, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
 Arrow, British 4-m. barque, McDonald—Standard Oil Co.
 LYNHURST, British 4-m. barque, Parrell—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP	TELEMACIUS	Brit. str.	J. D. Andrews	BUTTERFIELD & SWIRE	25th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	PALAWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON & ANTWERP (via SUEZ CANAL)	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th May.
LONDON & ANTWERP	ANTENOR	Brit. str.		BUTTERFIELD & SWIRE	10th May.
LONDON & ANTWERP	ALCIBIOS	Brit. str.		BUTTERFIELD & SWIRE	24th May.
LONDON & ANTWERP	ALCIBIOS	Brit. str.		BUTTERFIELD & SWIRE	7th June.
BREMEN, via PORTS OF CALL	P. HEINRICH	Ger. str.	R. Heintze	MELCHERS & CO.	27th inst., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINIE	25th inst.
HAVRE & HAMBURG	ARTENISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	STASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	8th June.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozi	SANDER, WIELER & CO.	To-day, P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	20th May.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	14th June.
NEW YORK, via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.		BUTTERFIELD & SWIRE	About early May.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	ARHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & TACOMA via YAPAK, &c.	LYRA	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	4th May.
AUSTRALIAN PORTS	CALCHAS	Brit. str.		BUTTERFIELD & SWIRE	17th May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & CO.	11th May, Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MANILA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	To-day, at 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CLAYBURN	Brit. str.	Barton	CHINA COM. S.S. CO.	23rd inst., 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	M. BACQUEHEM	Aus. str.	Rassovich	SANDER, WIELER & CO.	To-day, P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KOWLOON	Ger. str.	C. Stehr	SIEMSEN & CO.	To-morrow, 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KWANGSE	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHUSAN	Brit. str.	W. F. Palmer	P. & O. S. N. Co.	About 24th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YUNNAN	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIUMPH	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	1st May, 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIUMPH	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	1st May, 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIUMPH	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIUMPH	Jap. str.	Rosch	DOUGLAS LAIRDALE & CO.	22nd inst., 11 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAIFONG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SEWAN, TOMES & CO.	23rd inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	R. W. Almond	SEWAN, TOMES & CO.	30th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 3rd May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	WUCHANG	Brit. str.		BUTTERFIELD & SWIRE	25th inst.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR HATVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

"BENGAL."
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 23rd APRIL, at NOON, taking passengers and cargo for the above ports.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT, Superintendent, Hongkong, 12th April, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
 司公限有船輪華中
 FOR MOJI, SALINA CRUZ (MEXICO) AND PORTLAND (OREGON).
 THE Steamship
 "CLAYBURN"
 Captain Barton, will be despatched for the above ports on SATURDAY, the 23rd inst., at 4 P.M.
 For Freight, apply at Company's Office, No. 20, Des Voeux Road.
 J. S. VAN BUREN, Superintendent, Hongkong, 16th April, 1904.

NATAI LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY SERVICE.
 THE Commodore Steamer "PAUL BEAU."
 Captain Frangul, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAY and THURSDAY, returning to Hongkong the following days, leaving at 4.55 P.M., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUN."
 Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European \$8.00
 Second Class European \$3.00
 First Class Chinese \$1.50
 Second Class Chinese 80
 Deck 30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
 J. LANDOLT, Agent, The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904.

FOR CANTON.
 THE new and fast Twin-Screw Steamer "SAN CHEUNG."
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD., No. 147, Consaught Road Central, Hongkong, 15th March, 1904.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPIRESS OF INDIA" 6,000 Tons WEDNESDAY, 20th April.
 R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th April.
 R.M.S. "EMPIRESS OF JAPAN" 6,000 Tons WEDNESDAY, 11th May.
 R.M.S. "TARTAR" 4,425 Tons SATURDAY, 21st May.
 R.M.S. "EMPIRESS OF CHINA" 6,000 Tons WEDNESDAY, 1st June.
 Hongkong to London, 1st Class via St. Lawrence 200 via New York \$62.
 Intermediate on Steamers £40. 242.
 and 1st Class Rail

THE magnificent TWIN-SCREW "EMPIRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. F. BROVYN, General Agent, 9, Fadder Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 FOR STEAMERS TO SAIL REMARKS.
 YOKOHAMA, via SHANGHAI, MOJI AND KOBE 4 P.M., 20th April Freight and Passage.
 (Passing through the Inland Sea)
 LONDON, &c. BENGAL G. Phillips Noon, 23rd April See Special Advertisement.
 SHANGHAI CHUSAN W. B. Palmer, R.N.R. About 24th April Freight and Passage.
 LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES PALAWAN J. D. Andrews, R.N.R. About 27th April Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 23rd April, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 30th April, 10 A.M.
PERLA	1990	A. H. Nottley		

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE STEAMSHIP TONS CAPTAIN TO SAIL ON

"ARABIA" 4,483
 "ARAGONIA" 5,193
 "NUMANTIA" 4,370

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, May 4th
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Gardick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Gardick	Saturday, October 1st

CARGO ONLY.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9,606 tons W. M. Smith About 3rd May.
 S.S. TREMONT 9,606 tons T. W. Gardick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 18th April, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"TRITON"	WEDNESDAY, 20th April, at 10 A.M.
TAMSUI, via SWATOW AND AMOY	"H. KRAFT"	SUNDAY, 24th April, at 10 A.M.
FOOCHOW, via SWATOW AND AMOY	"FRITHJOF"	April, at 10 A.M.
TAMSUI, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 27th April, at 10 A.M.
	"A. HANSEN"	April, at 10 A.M.
	"M. STRUVE"	SUNDAY, 1st May, at 10 A.M.
	T. BRANDT	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume trading with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

T. ARIMA, Manager

Hongkong, 18th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 25th April. Freight.
ARTENISIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 17th May. Freight.
STASSBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 31st May. Freight and Passengers.
SEGOWIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th June. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 25th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY ... 27th April
BAYERN	WEDNESDAY ... 25th May
OLDENBURG	WEDNESDAY ... 8th June
SACHSEN	WEDNESDAY ... 22nd June
ZIETEN	WEDNESDAY ... 6th July
SEIDLITZ	WEDNESDAY ... 20th July
ROON	WEDNESDAY ... 3rd August
PERUSSEN	WEDNESDAY ... 17th August
PRINZ REGENT LUITPOLD	WEDNESDAY ... 31st August
PRINZ HEINRICH	WEDNESDAY ... 14th September
GNISENAU	WEDNESDAY ... 28th September
BAYERN	WEDNESDAY ... 12th October
SACHSEN	WEDNESDAY ... 26th October
ZIETEN	WEDNESDAY ... 9th November
PRINZESS ALICE	WEDNESDAY ... 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 7th December
PERUSSEN	WEDNESDAY ... 21st December
PRINZ RITEL FRIEDRICH	WEDNESDAY ... 4th January 1905
PRINZ HEINRICH	WEDNESDAY ...

ON WEDNESDAY, the 27th day of APRIL, 1904, at Noon, the Steamship

"PRINZ HEINRICH," Captain R. Heintze, with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 22nd April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"TEUKAI"	On 13th May.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DAEDALUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YACHTS"	On 28th May.
GLASGOW and LIVERPOOL...	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"TELEMACHUS"	On 26th April.
LONDON and ANTWERP...	"ANTENOR"	On 10th May.
LONDON and ANTWERP...	"ACHILLES"	On 20th May.
LONDON and ANTWERP...	"ALCINOUS"	On 24th May.
LONDON and ANTWERP...	"PROMETHEUS"	On 7th June.
LONDON and ANTWERP...	"DEUCALION"	On 14th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

Hongkong, 20th April, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, AMOY and SHANGHAI...	"KAIFONG"	On 26th April.
SHANGHAI, TIENTSIN, and PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"YUNNAN"	On 21st April.
CEBU and LLOLO.	"KWANGSE"	On 22nd April.
	"TAIYUAN"	On 23rd April.
	"WUCHANG"	On 26th April.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted through with Electric Light. Untravellers Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
(via SUEZ CANAL).

THE Steamship

"BENALDER,"
Captain McIntosh, will be despatched as above
on or about the 7th May.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th April, 1904.

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the
above ports on WEDNESDAY, the 11th May,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamer of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th April, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

About

"SHIMOSA" ... early May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 5th April, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin
and servant, \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong 5th September, 1903.

NOTICES TO CONSIGNEES

STEAMSHIP "POLYNESIAN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
"Douro" and "Sidon," from Havre ex s.s. "Sidon,"
from Bordeaux ex s.s. "Ville de Constantin" and
"Ville de Rochefort," in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, 18th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Monday, the 25th April, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 25th April, or they will not be recognised.

All damaged packages will be examined on
Monday, the 25th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1904.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARMENIA,"
Captain Forst, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 18th inst.

Any Cargo impeding the discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 18th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, To-day, the 18th inst.

Goods not cleared by the 24th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the God-
owns for examination by the Consignees and the
Company's representative at an appointed
hour. All Claims must be presented within
two days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th April, 1904.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained.

This Vessel brings Cargo—
From Levant ex s.s. "Electra" and "Pollux,"
transhipped at Port Said.

From Venice ex s.s. "Venus," transhipped at
Trieste.

From Trieste, ex s.s. "Imperator," transhipped
at Bombay.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 25th of April, or they will not
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
25th of April, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 18th April, 1904.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

IS

GANDY'S

"THE GANDY BELT,"
ENGLAND.

SOLE AGENTS:
LUTGENS, EINSTMAN & CO.,
HONGKONG.

NOT READY.

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THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1904.

THE FORTY-SECOND ANNUAL ISSUE.

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Not only is the Directory as full and complete
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Chao	Shanghai	Kwangchow
Weihsai	Shanghai	Taihoi
Liuking	Shanghai	Hoihow
Kisochun	Shanghai	Lungchow
Shanghai	Shanghai	Mingto
Foochow	Shanghai	Hokow
Chinking	Shanghai	Szema

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Tokyo	Osaka	Keelung
Yokohama	Moji	Tsushima
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Amping
Shimonoseki	Tsushima	

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Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chinnampo
Kun San	Pingyang	Songhichin
	Masampo	

HONGKONG AND ITS DEPENDENCIES
MACAO
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Saigon
Cambodge
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Iloilo
Cebu
BORNEO
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OFFICERS OF COAST AND RIVER STEAMER.

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have been engraved by one of the most eminent
Firms in Great Britain and are corrected and
brought up to date. They consist this year of
fourteen of the following—

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PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TIENTSIN (KIAOCHAO)
NEW PLAN OF DALNY
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with Inset
Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF PEAK DISTRICT, VICTORIA
PLAN OF KOWLOON
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Duties, Postal Guide, Signal Codes, Chinese
Ratulas, Tables of Money Weights, and
Measures, and other Commercial Information
including—

TREATIES WITH CHINA
Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1858
Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1869; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1885; Chungking Convention, 1891;
Tibet Sikkim Convention, 1890; Burma
Convention, 1897; Kowloon Extension, 1898
Wellbaird, 1902.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1885; Conventions, 1886, 1887, and
1895; Frontier Trade Regulations.
United States—Tientsin, 1858; Additional
1868; Peking, 1880; Immigration, 1894;
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1859; Liaoting Con-
vention, 1895; Commercial, 1896; New Ports,
1896; Supplementary Commercial, 1903.
Russia—St. Petersburg, 1881; Russian Land
Trade, 1881; Port Arthur and Tientsin
Agreement, 1888.

Portugal, 1888.
FRENCH PROTOCOL made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Dutch Convention 1855
Russia, Agreements as to Corea; United

States, Extradition Treaty, 1886; Great
Britain (Alliance) 1902.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1879;
United States, 1882; Great Britain, 1893.
Trade Regulations.

TREATIES WITH SIAM
Great Britain, 1846; France, 1893; Japan, 1893
Russia, 1899.

Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention
1899.

Great Britain and Siam, 1899.
CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s
Subjects in China and Corea, 1865, 1877, 1878,
1881, 1884, 1884, 1886, 1886, Rules of
H.M.B.'s Supreme and other Courts in
China, &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong, Malay States Federation Agreement;
Table of Hongkong Court Fees; Adm-
rally Rules, Foreign Jurisdiction Act; Regu-
lations for the Consular Courts of United
States; United States Consular and Courts
Fees; Rules of Court of Consuls of Shanghai
Regulations for Foreign Companies in Japan
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Regulations for China; New Harbour Regu-
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tains every year more pages.

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be the cheapest work of the kind anywhere
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FORMOSA—Mr. A. W. Gillingham, Tamsui.

COREA—Messrs. Hodge & Co., Seoul.
Press.

NAGASAKI—"Nagasaki Press" Office.
KOBE & OSAKA—"Kobe Chronicle" Office.
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